

NINETIETH ANNIVERSARY

Mrs. Margaret House, of Winchester, Has a Notable Celebration.

WAS MARRIED IN BALTIMORE

Miss Patsy M. Berry Becomes the Bride of Mr. Reinhart. Move of Local Tobacco Co.

WINCHESTER, VA., Sept. 3.—Mrs. Margaret House, one of the oldest ladies of Winchester, celebrated the ninetieth anniversary of her birth last Sunday. Many friends and relatives were present, and the nonagenarian did the honors as actively as one many years her junior. Mrs. House has three sons, Thomas L. and Robert House, of Winchester, and Samuel House, of Washington. One of her grandchildren is Maj. E. Porter House, of the District of Columbia National Guards.

Miss Gertrude Cannon, of Richmond, and Miss Sally Faulkner, of Martinsburg, have been the guests of Mrs. Richard Evelyn Byrd. Recently Mrs. Byrd gave a driving party to picture-quest Spout Spring in honor of these ladies.

Cards are out for the wedding of Miss Margaret Kircher, daughter of Mr. and Mrs. Frank M. Kircher, of Garrett, Ind., to Mr. Bernard L. Redmon, son of the late J. L. Redmon, of this city. The ceremony will take place in Garrett on September 10, and the young couple will come east on their honeymoon, being tendered a reception in this city on September 10th by the groom's mother, Mrs. J. P. Haddock.

A telegram from Dr. A. H. Berry, of this city, announced the marriage in Baltimore on Monday night of his daughter, Miss Patsy M. Berry, to Mr. Edward L. Reinhart, a young traveling man of that city. Miss Berry is a trained nurse and graduated from the Presbyterian Hospital of Philadelphia. Her grandparents were distinguished men in their callings. Rev. Robert Taylor Berry, being a Presbyterian minister of note, and Dr. F. M. Manning being a prominent physician. She is a great-granddaughter of General Darke, of Revolutionary fame and a great-grand-niece of Robin Rutherford, of the first settlers in the Valley.

Richmond has been conspicuous in Winchester. On last Sunday, Rev. H. J. McKeefry, who is visiting his brother, Rev. W. A. McKeefry, preached at the Catholic Church, and Rev. James Gray McAllister, of Union Theological Seminary, preached at the Presbyterian Church. Rev. Mr. McAllister named Miss Meta Russell, daughter of Mr. Isaac W. Russell, of this city. Another divine well known in Richmond, was Rev. Dr. John A. Kern, a professor at Vanderbilt University, Nashville, Tenn., who preached at Market Street Methodist Episcopal Church. He is the guest of his brother, Postmaster Bentley Kern.

The Worthington Tobacco Company, of this city, has become allied with large tobacco interests in Philadelphia, New York, Pa., and Key West, Fla., and will enter into competition with the larger tobacco combines.

Mr. Rezen Duval, who sometime since married Miss Viola McDonald, of this county, fell from a railway bridge near Hinesville, recently, and received severe injuries in addition to a broken leg.

LOVE LAUGHED AT LOCKSMITHS

(Special to The Times-Dispatch.) CHAMPAIGN, VA., Sept. 3.—The eloquent of Miss Lottie Bell, of Staunton, and Mr. Howard Wells, of Hinesville, to Pelham last Sunday, where they were married, has just leaked out. It is reported that Mr. Wells is the disappointed suitor of the bride, and that the couple, who were engaged for a short while, but failed to secure a girl. Several couples had arranged to elope at the same time, but the leading couple failing to mature their plans caused the others to give up and elope for a short while. But the young people were determined to change the course of events and laugh at locksmiths as of old, instead of allowing the grim parents to laugh at the futile attempts of the bird to escape from her gilded cage. Two of the last week would be eloping couples have since married, and the third union may be made before the week closes.

Farmers are now busy cutting and curing tobacco, which they report very thin and of light weight, but is curing nicely and of a bright color. The loss in weight in a certain degree is due to the recent spell which invariably has the effect of reducing the weight.

Messrs. J. W. Whitehead, E. S. Reid, and J. C. Shellhouse gave a party on the lawn of Mr. Whitehead's residence, on Wednesday afternoon to the children of the town under twelve years of age. The little folks turned out about 150 strong and had a most delightful time, playing and at various games. Delightful refreshments were served.

SYDNOR & HUNDLEY

You are invited to see new season's selection of CHOICE FURNITURE

arriving daily. DRUGGETS, Housefurnishings

AND CARPETS

in extremely good patterns at moderate cost. . . .

SYDNOR & HUNDLEY.

Truly a Revelation

Are the new arrivals of Cable Pianos. We are used to instruments of elegant design, but the new Cables which arrive upon our warehouse floor today direct from our Chicago factory are so beautiful in design and finish that they have actually startled us.

Come and See Them.

ANOTHER THING Have You Inspected Our Mason & Hamlin

Conover Parlors?

As you well know, these magnificent Pianos are the highest creations of the manufacturer's art.

Absolutely Perfect in Material and Workmanship.

A complete stock of all the latest styles in

Kingsbury, Wellington, DeKoven and Schubert

PIANOS.

Slightly Used Instruments.

We have on hand at this time a number of very fine Pianos, which we will dispose of this week at

Greatly Reduced Prices

You Will Be interested in These

Photographs and Graphophones \$15.00 to \$65.

ON EASY TERMS.

Photograph Records, Gold Moulded, 25c. each.

Why Pay More?

THE CABLE COMPANY,

J. G. CORLEY, Mgr.

MOST DELIGHTFUL AT BEL AIR HOTEL

How the Guests Here Manage to While the Hours Away.

(Special to The Times-Dispatch.) BEL AIR, VA., September 3.—Although the mercury has fallen many degrees, yet the country in its early autumn dress is so beautiful and the haze on the mountains so restful that the crowd still lingers at comfortable Bel Air.

In the afternoon here, riding and driving parties take advantage of the fine roads which wind in and out the mountains.

Colonel McDonald, the veteran commander of the old Forty-second Virginia, is in and out of the hotel. He and his friend, Colonel John I. Dickenson, of Charlottesville, Va., with their war reminiscences and jokes, are much to the pleasure of the guests. Tennis is the favorite out-of-door sport. Miss Garrett, of Rocky Mount, and Miss Stegar, of Washington city, are the champion players.

Yesterday evening, the successful angler, Mr. H. J. Lynchburg, brought in a fine string of mountain trout.

Again, on Friday night, the parlor was a scene of gaiety and beauty. There were six tables of merry and frolic players. After the progressive ball had ceased to tingle, a surprise birthday party was given one of the young men. The opening of the presents, each of which was accompanied by a slip of paper, on which was written a motto or an original poetic effusion, the reading of which and the bright replies of the young recipient will long be remembered by those present.

The only unmarked present was a large cake, on which were mounted twenty-five small and one large candle. This was donated by Victoria, the queen of the kitchen, and was daintily served with fruit punch by Uncle James, the head waiter, and his assistant, James II.

These tri-weekly euchre parties are most enjoyable and reflect credit on their accomplished organizers, Mrs. Handy, of Lynchburg, and Miss Blackwell, of New York.

On Thursday night a special party will be given in honor of Mrs. Handy, of Lynchburg.

Among those registered at the hotel are Mr. and Mrs. Handy and family, Lynchburg; Major and Mrs. Pegram, Surry; Mr. Garrett and daughter, Rocky Mount; Rev. Mr. Goodwyn, Williamsburg; Colonel Lamb and family, Norfolk; Mr. Lane, Williamsburg; Mr. George H. Pace, Miss Lillian Pace, Mr. Roy Pace, Richmond; Miss Nena Adair, Richmond; Mrs. Gardner and sons, Washington, D. C.; Miss C. B. Taylor, Master Henry B. Taylor, Richmond; Mrs. George H. Pace, Crump, New York; Mrs. Mallory and sons, Washington, D. C.; Mr. John Munce and family, Richmond; Mr. Gilliam, Miss Gilliam, Richmond; Captain Felt, Smithfield; Colonel John I. Dickenson, Charlottesville; Mr. Stewart, Arlington, Va.; Mr. Schultz, Roanoke; Mrs. Frost, Lynchburg; Mrs. Peachy, Williamsburg; Miss Randall, Danville; Mr. and Mrs. Cole, Williamsburg; Mr. Adams, Richmond; Mr. Crump, Richmond; Mrs. Moncre, Williamsburg; Mrs. Purdy and daughter, Lawrenceville; Miss Haney, Danville; Mrs. Cooper, Danville; Mr. Moon, Richmond; Mrs. Stegar and Miss Stegar, Washington, D. C.; Mr. C. B. Nettleton, Welch, W. Va.

MAKING A TIME-TABLE; HOW THE TRAINS ARE SCHEDULED

Railroad Men the Country Over Engaged in a Difficult Work—Busy With Pins and Thread Arranging the Service for Fall and Winter.

Correspondence to The Times-Dispatch. BOSTON, September 3.—This is the time of year when the railroad men are making out their winter time tables, those mysterious pages of parallel columns over which the inexperienced traveler hovers in despair, but which are such perfectly plain sailing to the experienced voyager.

In another month the special schedules called for by the vacation season will be out of date, and the regular schedules of business men from city to city will have been resumed; shore, mountains and country side will have fallen back into their native somnolence. Then the railroad men must change their train arrangements completely to meet the changed conditions.

Certain considerations that enter into making up the time table are practically constant, of course: geographical peculiarities of the country through which a road runs; the down grades, up grades and level spaces of every mile of road bed as it affects the time necessary for a locomotive to pull this, that or the other; the schedule of the other lines; the character of the traffic; the number of passengers on a given route fluctuates not only with the season but with shifting of population and similar causes; the character of the freight traffic; the character of freight changes with the seasons and with industrial movements, too. And a progressive and proper railroad must take into account the possibilities of expansion, of future developments, and of desirable extensions that may be met or encouraged by the way it runs its trains.

A DIFFICULT MATTER. So the arrangement of a new time schedule is a very important and difficult matter which requires much expert study and involves considerations little understood by the average man who simply buys his ticket, gets aboard a train and rides quickly, comfortably and safely to his destination. When a new time table is contemplated the traffic superintendent first calls into consultation the various officials concerned in train management, the general dispatcher, whose duty it is to see that the schedule is carried out, his several assistants, and all others connected with the actual operation of the lines. Often, indeed, all the officials of a road will attend these meetings and the pros and cons of the situation will be given several days of general discussion in which the individual needs of each section will be brought up and explained by the official whose work brings him in closest touch with them.

Then, all the demands of the public taken as a whole must be considered. The claims of a hundred men who wish to take a train at a certain hour every morning, for example, have a natural right of way over the convenience of a dozen persons who travel occasionally. The movement of large numbers of people is always involved in great public occasions such as the summer, for instance, special accommodations had to be made to handle the crowds flocking to the St. Louis Fair. All the great railroads to the central west put their trains on a special schedule for the World's Fair, and other passenger trains practice the same courtesy.

Service and having the right of way for the entire journey; and those made great changes in this year's time table as compared with those of a year ago.

The seasons of travel have a great influence on the traffic of all kinds. When the grain begins its movement from the West the number of freight trains is several times as great on the through lines as in the summer months. These are all "fast" trains, and may not be delayed on sidings or in yards, because it is necessary to get the corn and wheat to transshipping points as soon as possible; yet the passenger trains, which are slower, as must be linked into the passenger travel, must interfere with passenger travel. And in the passenger traffic itself there is the summer exodus and fall homecoming of those who betake themselves to the seashore and mountains for their vacation season, and the crowds of well-dressed and baggage-laden travelers that last hardly longer than a change in New England weather and represent the moneyed and comfort-loving people of the country, who for those passenger railroads compete with especial closeness.

TIME STOPS AND SPEED. When all these things—and they are only a few of the elements of railroad traffic—have been taken into careful consideration, the real work of laying out the time table begins. To figure out the best possible arrangement of time and speed on a system having a heavy passenger traffic is a work of no mean order. When you think that on the New York, New Haven and Hartford road, to cite the case of one of the most difficult problems in the country—difficult because the territory to be served is very densely populated and because passenger traffic is so heavy and because the road is so long and because the road is so important—then you can begin to realize the difficulties of the problem. Such is the volume of the rush travel hereabouts that the road is crowded, when the crowds of workers are home, and from the city through this territory, trains leave and arrive every two minutes.

The first element entering into the calculation of a train schedule is the running time between stations. Given a standard type of engine, hauling a certain class of train, and the traffic manager can make a fairly accurate estimate of how long it will take a train to run a certain distance, and even secondarily, how far it can travel in a certain time. So far as that single train is concerned, the problem is simple enough. But when you consider that many other trains are running on the same road, and that the exclusive privilege of a small number of limited express and special trains, the New York, New Haven & Hartford road runs a heavy service of this description between Boston and New York, including three "limiteds" which leave at different hours of the day and all other traffic is made subservient to their progress. In laying out the time table, therefore, these "trains" and their schedules are used as starting points; then come the less important passenger trains, including the short-haul suburban trains, including the freight trains.

FINISH AND TRIM. In fitting all these things and going into a harmonious plan the packers of the time table plot the passage of each train with pins and thread on a great chart arranged to represent the whole system for an entire day. It is divided by vertical lines into two-minute spaces, while down the sides appear the names of the different stations on the New Haven system placed according to a scale which represents exactly the length of track which separates them. When a train is plotted its distinguishing thread is pinned to the chart first at the place that represents its starting point. The running time to the first stop is counted off on the vertical spaces; then the mileage is measured on the horizontal lines in the same way and a second pin is stuck in where the two lines meet. When a train is forced to stop at a station, the thread is forced to stop at that point, and when it makes a stop of any length, the "thread of its existence," as one railroad man called it, runs along the line on which the point of delay appears to the division that marks off the number of minutes of "lay-over." Then the course in the next stop is traced in the same way and so the train is carried on from

place to place and minute to minute until it reaches its destination.

When the time table chart is finished the exact position of any train at any moment may be found instantly by following its course until its special thread crosses the vertical line of the hour and minute at which it is desired to place it. On the chart of a large railroad system, and particularly of one operating in great many trains in comparatively small territory, the network of threads becomes very complicated, of course. To make it easier to read, different colored threads are used to denote the different classes of trains, and a glance shows immediately whether a given train is a passenger limited, an express freight, a slow freight, or a passenger accommodation. There are also feeder lines for the main line, and so on, which must be connected with the main line trains, making still further complications that have to be reduced to order before the time table is ready for use.

Take, for example, the making of a railroad time table is one of the most difficult pieces of planning in modern business, and the neatly printed result, as it is handed to you at the ticket office or bureau of information, modest as it looks, is really as remarkable a production of mental ingenuity as you often run across in a day's journeying.

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CREDIT IS A COURTESY THAT WE EXTEND TO OUR PATRONS.

Sycle's Monday Sale of Lace Curtains



is going to be the greatest event of its kind that Richmond's shoppers have seen for many a day. The entire Curtain stock is involved and powerful price reductions have been made throughout.

Those who need Curtains now or will ever need them had better take advantage of this great opportunity and buy them. Such a chance and such values are not likely to come your way again at an early date, so TAKE THE HINT AND INVESTIGATE.

Here are a few ideas as to the price range, but it's impossible to realize the real magnitude of this sale until you arrive at this store and see them for yourself.

The kinds and patterns are so numerous that we'll not give a detailed description of each, but merely quote their former prices and real worth as compared by the price marks they bear for this sale.

they bear for this sale

The \$80c. and \$1.00 values are now.....	75c	The \$8.50 ones are now.....	\$7.50
The \$1.50 to \$1.80 values are now.....	\$1.25	The \$10.00, \$10.50 and \$11.00 values are.....	\$9.00
The \$2.00 values are now.....	\$1.55	The \$15.00 and \$16.50 values are now.....	\$12.50
The \$2.50 and \$3.00 values are now.....	\$2.39	These are not all by any means, but they should furnish an idea as to what's in store for you. The sale begins early Monday morning and lasts until the last Curtain has been sold.	
The \$3.00, \$3.25 and \$3.50 values are now.....	\$2.90		
The \$4.00, \$3.75 and \$4.50 values are now.....	\$3.50		
The \$5.00 and \$5.50 values are now.....	\$4.70		
These are in three colors—green, red and tan—and can either be used separately or will serve very well as portieres, or by using along with the white, produce a very novel and striking effect.			
Then comes the Curtains worth up to \$7.50 and \$8.00 marked.....	\$6.00		

Window Shade Special.

We have a small lot of Window Shades that sold for 50c. and 75c., some are slightly damaged and others are not, but you can choose from the lot at, each.....

15c